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U. S. REPORTS SHOW IMPROVED BUSINESS

Farmers in Better Condition Than Six Months Ago, Now Buying.

BANKS MORE LIBERAL

Industrial Activity of Permanent Character Keeps Gaining.

UNEMPLOYMENT IS CUT

Extensive Building Operations Under Way—America Leads Race for Prosperity.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., March 10. Business improvement of a permanent character in practically all lines of trade and industry of the United States was noted to-day in reports to the Department of Commerce, the Federal Reserve Board and other Government agencies. The reports show that spring is being ushered in with a greater degree of confidence among producers and consumers.

Reports from the farming regions are regarded as highly significant. The farmers are classed as the largest buyers of commodities. Their situation to-day is far stronger than it was six months or more ago. Most of the old crop has been sold. They have felt the beneficial effects of an increase in prices for many of their products. Their confidence is raised in future plans by assurance of larger buying for foreign as well as domestic needs. Added confidence is being given to the farmers, officials said, by the financing plans made on their behalf by the Government. A more liberal attitude toward the farmers is being shown by bankers in the agricultural districts, upon advice given by officials of the Federal Reserve System that the agriculturists must be aided in conducting future operations.

Farms Drawing Labor.

The farmers will do much to reduce the size of the ranks of unemployed. There is reported the steady drift from cities to the farms of unskilled labor. The farmers' production costs this year on labor account will be much lower than last year, officials observed. Government statistics predict that business this spring and summer will receive a stimulus from much larger building operations of all kinds. Contracts already let or plans projected indicate large expenditures. Thus far plans call for the spending of sums double those expended in construction activity in the same months last year. A goodly part of the work of building, long delayed because of tight money of high cost of material, is expected to be greatly stimulated. Extensive projects of the railroads are reflected in some degree in a better demand for products in the steel and iron industry, and officials declared there are signs indicating greater activity in basic industries.

Col. Arthur Woods, chairman of the emergency unemployment committee named by Secretary Hoover, said to-day in a statement that the peak in unemployment has been passed. Col. Woods said: "There is every reason to hope that the worst is over. Gratifying responses of many localities to the appeal to their sense of community responsibility has solved many a local problem. Anything which cities and towns can do to advance public projects to give even temporary employment will be of double advantage and assistance."

Reports from agencies over the United States told of a rapid absorption of labor along with the resumption of activity in different commercial and industrial lines. Another sign of improved business conditions was in a statement by the Post Office Department to-day announcing an increase in deposits over withdrawals in February. Many of the larger post offices of the United States reported healthy increases in deposits.

Bank Clearings Gain.

The total net deposits in postal savings on March 1 was \$145,000,000. Offices with \$100,000 or more on deposit showed the following gains in February: New York city, \$513,252; Boston, \$144,834; Brooklyn, \$38,269; Chicago, \$37,098; Seattle, \$31,176.

There is a 25 per cent. increase in bank clearings, a growing volume of retail business by department stores and increased production of passenger automobiles. An increase in automobile sales is regarded as an infallible sign of better business by Government observers. When luxury sales pick up business is growing better, they contend. The increased coal production is due partially to the threat of a strike, but the increase is in part due to industrial expansion. Normal production of bituminous coal should be between 40,000,000 and 50,000,000 tons a month. Present production averages about 7 per cent. under the smaller figure. A year ago, however, industry was getting along with a total production of less than 30,000,000 tons a month.

Among the lines of industry in which an increase is shown in reports to Washington are those of the manufacture of men's clothing, steel and iron and their products, flour, cotton textiles and building. These industries are basic and affect other lines. That the nation wide buyers' strike is being abandoned is the conclusion of officials who watch the markets. Buying of clothing, food and all commodities is less restricted now than a few months ago. Cash is flowing in larger and larger quantities into the tills of theaters and other places of amusement.

The United States is closer to actual prosperity than any other country in the world, is the opinion of Government officials.

MINISTER'S SON AVOIDS PRISON.

John Nathaniel Lawless, Jr., 19, of 129 Twenty-first street, Elmhurst, L. I., son of the Rev. Lawless, pastor of the Summer Avenue Baptist Church, Brooklyn, pleaded guilty yesterday to stealing \$2,075 from the Mercantile Trust Company, 100 Broadway. Judge Mulqueen in General Sessions suspended sentence. Lawless was an interest taker at \$25 a week. He said he obtained the money by withholding deposit slips. His reason, he said, was to help pay installments on a home he was purchasing at Elmhurst. Judge Mulqueen said it was a good thing he was no longer with the company, as he might corrupt more honorable youths.

WOMAN BOOTLEG SHOOTS DETECTIVE IN GANG'S HOUSE

Continued from First Page.

Charles street station. The Perrelli woman was held on charges of felonious assault, possession of firearms and liquor, the possession and manufacture of liquor. Mrs. Perrelli also was accused of felonious assault and Cebano with acting in concert and the possession and manufacture of liquor.

Killed in Bootleg Boat.

George Rauch, a 154 South Fourth street, Brooklyn, a longshoreman, was shot and killed about 7:30 o'clock last evening by Albert Forsberg, chief engineer of the steamship Imatra, who fired two shots when Rauch and four others pushed off from the side of the ship after they had loaded two cases of whisky into a motorboat. Forsberg admitted the shooting.

The men in the motorboat with Rauch were Samuel Krinsky, of 807 Manner street, Brooklyn, L. I., Benjamin Raphael, of 284 Henry street and Lester and Moe Raphael, of 155 Henry street, all of Manhattan. Krinsky told Reuben Wilson, Assistant District Attorney, and the chief of the street station that during the afternoon Benjamin Raphael went out to the ship and arranged to buy the liquor and last night five men went out in the motorboat to get two cases.

Krinsky said, and loaded them into the boat.

According to Krinsky they paid \$70 to a man named Gargie, the third mate,

and \$110 to the first mate. Then they pushed off.

Both Shots Strike Victim.

He ran along the deck toward the stern, and when he got abreast of the motorboat he fired two shots. He said that he was not shooting at any particular man, but thought he could frighten the five men into coming back and giving him the money for the booze. Both of his bullets, however, struck Rauch in the head. Rauch collapsed in the bottom of the motorboat. It had been the intention to run the cargo of liquor to Houston street in Manhattan, but after Rauch had been shot the boat pulled into Montague street, Brooklyn, where Krinsky and Benjamin Raphael were landed with the liquor. A physician was summoned from the Long Island College Hospital, who said that Rauch had been killed almost instantaneously. The police went to the ship and arrested Forsberg, charging him with homicide, and sent word to the Marine Division of the Police Department to watch for Moe and Lester Raphael, who were said by the others to be trying to land the booze somewhere on the Manhattan coast, probably at Houston street. District Attorney Wilson questioned both Krinsky and Benjamin Raphael, and said that he had not decided what charges he would make against them.

FLEISCHMANN ORDER IS REVOKED IN PART

Permitted to Manufacture and Sell Alcohol at Chief Producing Plants.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., March 10. The Fleischmann Company, Inc. of New York, which branch agencies in several cities, whose industrial alcohol permits were ordered revoked by Prohibition Commissioner Haynes, will be allowed to continue the manufacture of alcohol at its chief producing plants and to sell it under certain restrictions by a decision announced to-night by Judge Charles L. Bland. The revocation order issued by Commissioner Haynes against agencies of the company, prohibiting further distribution of alcohol, still stands, but by the decision of Commissioner Blair the company, by reconstructing the business practices of its operating agencies, may apply later for a renewal of their selling permits.

Commissioner Blair's decision sustained the opinion of Commissioner Haynes that there had been unlawful diversions of alcohol by the company's agencies at Philadelphia, Brooklyn and Bridgeport, and that these agencies and one at Jersey City had released amounts of alcohol on forged permits. Mr. Blair, however, that the methods of distributing alcohol in the Fleischmann agencies had been adopted with the "full knowledge and consent" of certain former officials of the prohibition unit, who are said to have been transferred to other Government work. The findings of Mr. Blair, who decided several days ago to rehear the issues presented, were that the officers of the Fleischmann company had been negligent and did not use due care in supervising the agencies under their control. The officers of the company were exonerated of any collusion in the illegal alcohol diversion or forgeries of permits.

The Fleischmann company's principal manufacturing plants at Langdon, near Washington, D. C., and at Peekskill, N. Y., can manufacture alcohol, but its sale in the future through agencies will be possible only under certain rigid restrictions which have been invoked by officials to stop the flow of alcohol to illegal channels.

EARTHQUAKE SHOCK FELT IN CALIFORNIA

Los Angeles Reports Tremor; Severe in Bakersfield.

Los Angeles, March 10. — A light earthquake shock was felt here at 3:27 o'clock this morning. The tremor, so far as Los Angeles was concerned, lasted only a few moments, and no damage was reported.

The earthquake also was felt at other points in California and was registered on seismographs as far east as Washington. At Fresno the shock came at 3:28 o'clock and did no damage.

At San Luis Obispo, however, the quake was severe enough to break the pipe line of the Union Oil Company in four places. The shock occurred there at 3:23 o'clock, an continued thirty seconds.

Bakersfield reported that at 3:23 o'clock one of the severest earthquakes in years occurred there.

SHOWERS OF ROCKS FALL ON WAREHOUSE

Come Straight From Clouds to Roof in Chico, Cal.

Chico, Cal., March 10.—Showers of rocks that fall "from the clouds" on a warehouse here have baffled the police and various official and unofficial investigators. To-day J. Chance, owner of the warehouse, posted the offer of a reward of \$200 to the person revealing the source of the rocks.

While the town marshal and a committee of newspaper men and others were examining the corrugated iron roof yesterday a shower of large smooth rocks fell, sending the investigators scurrying for cover. Others, standing on the street at the time, declared the rocks seemed to come straight from the clouds. Those employed in the building reported that the mysterious bombardments of the roof had been occurring periodically for three weeks.

2 TRAINS LOST IN SNOW; MAN FROZEN TO DEATH

Southwestern Blizzard Plays Havoc With Traffic.

TOPICKA, March 10.—Two Chicago, Rock Island and Pacific trains were reported lost to-night by railroad officials as a result of a snowstorm which has paralyzed the Southwest. Further details of the whereabouts of the trains, which they describe as "somewhere in the Southwest," were lacking, the officials said, owing to the crippled communication service.

LAXITY IN BUILDING CALLED CUSTOMARY

Many Theaters Go Up Without Approval of Plans, Says Inspector.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Brooklyn Building Department, whose duty it was to inspect the steel construction work of the American Theater, which collapsed in Bedford avenue, killing seven workmen, testified yesterday that theaters have gone up in all parts of Brooklyn before the building department had approved the plans.

"That is the custom and routine of our department," he said. "That's a lie!" exclaimed Albert E. Kleiner, superintendent of buildings, last night. "That man allowed the contractor to go ahead with the steel work of the American Theater knowing the plans had not been approved." Mr. Kleiner said he was considering departmental action against Finley.

The clash between the two men had been intensified at the morning hearing when Finley took the stand, saying he wanted to answer charges of dereliction of duty. He asserted: "Mr. Kleiner said yesterday that it was my duty to stop the progress of the job. I stopped the job because the plans had not been approved. I want to contradict that. That is not the custom of the department."

"On occasions when I find that the construction work is not being done properly I have stopped the work as I did on a theater on Meserole and Manhattan avenues. In this theater I found the trusses light and I reported it. The owner came in and Mr. Kleiner allowed him to go ahead."

"We allow buildings to go on before plans are approved merely by the letter of the Superintendent of Buildings."

"Can you name any of these buildings?" he was asked.

"Yes. The telephone building at Palm street and Bowditch avenue. That's going on for months and plans have not been approved yet."

"Any other?"

"The hospital building at St. John's place and Washington avenue. There are six steel tiers in the building and the sixth tier was set before a permit was issued and plans approved."

The District Attorney called for Sylvester Rosenthal and Samuel Moscovitz, youthful owners of the collapsed theater, but they were not subpoenaed. Statements by them read into the record said they relied entirely on the Building Department to see to it that the building was erected properly.

Magistrate House of the Traffic Court revoked the chauffeur's license yesterday of John H. Riley, 25 of 42 West Twenty-ninth street, when he admitted that he had served two terms in State prison. Policeman Whalen said Riley had been victimizing immigrants at the Pennsylvania station, charging them \$1 for a ride to Grand Central Terminal, for which the ordinary fare is 70 cents.

TUG CAPTURED WITH 3,000 CASES OF RUM

British Vessel Is Seized Near Cape May—Airplanes and Chasers for New York.

BANS RECREATION SHIP

Eighteen Barrels of Whisky Stolen From Warehouse and Sixty-four Barrels Seized.

CAPE MAY, March 10.—A radio message received at the local Coast Guard station to-night from Capt. Hudson of the cutter Kickapoo reported that his vessel and the Graham had captured a British tug, bound from Cuba to Portland, Me., and loaded with 3,000 cases of whisky.

The wireless gave the name of the seized craft as Gravelle, and added that the Kickapoo was towing her to Cape May Harbor and expected to arrive to-morrow.

The tug, it was said, had encountered heavy weather in its northward voyage and was making for the Delaware Breakwater as a haven of safety when its movements were noticed from the two Coast Guard vessels. She was overhauled and when the nature of her cargo was learned she was seized.

To Tighten Lid on New York.

An airplane squadron and a fleet of sub-chasers are soon to be sent here to wage war against the smuggling of liquor into the port of New York. Ralph A. Day, State prohibition director, upon his return yesterday from a trip to Washington announced that at a conference with Commissioner Haynes plans had been laid for a vigorous campaign by air and water which will be carried on under Director Day's supervision.

One of the directors intimated strongly yesterday that the Interborough management resents what it regards as an apparent effort on the part of the Transit Commission to force it into compliance with the terms and valuations named under the commission's reorganization plan. It is obvious, the directors say, that without the assent of the Interborough the unification plan cannot hope to succeed.

The directors regard the threatened service orders demanding better, cleaner and more adequate service by the I. R. T. as a part of the commission's coercive program, although George McAneny, chairman of the commission,

the dry chief also issued a statement in reference to the proposed recreation ship, fitted out for the sale of liquor, which it is planned to anchor just outside the three mile limit.

"This office," he said, "feels that it cannot do otherwise than oppose by all lawful means the operation in such manner of a vessel on which intoxicating liquors are served to all. If such evasion of the law is successful it must ultimately lead to the grossest abuses. In consideration of the transfer of the Interborough to the city, it is insufficient to prevent the successful consummation of their plans. Congress will be requested to enact additional legislation."

Fights Recreation Ship.

Commissioner Haynes, according to a dispatch from Washington, yesterday wrote to James V. Martin of the Recreation Ticket Corporation of New York, who is said to be arranging for the recreation ship, warning him that the I. R. T. was opposed to the operation of the vessel.

It was learned yesterday that the Exporters' bonded warehouse in West Nineteenth street was broken into Tuesday night and eighteen barrels of high grade whisky carried away. Two weeks ago an unsuccessful attempt to rob the same warehouse was made, and since that time prohibition headquarters has kept a guard over the building day and night.

Agents Van Tassel and Garson seized sixty-four barrels of whisky, marked as the property of the United States, in a freight car of the Baltimore and Ohio at Arlington, Staten Island. The liquor was consigned by the South Atlantic Paint Company of Arlington and the United Naval Stores Company of Brooklyn. Inside the doorway of the freight car were six barrels of machine oil, behind which the whisky barrels were concealed.

CHARGES \$7 FOR 70 CENT RIDES

Magistrate House of the Traffic Court revoked the chauffeur's license yesterday of John H. Riley, 25 of 42 West Twenty-ninth street, when he admitted that he had served two terms in State prison. Policeman Whalen said Riley had been victimizing immigrants at the Pennsylvania station, charging them \$1 for a ride to Grand Central Terminal, for which the ordinary fare is 70 cents.

I. R. T. ATTEMPTING TO DIVORCE THE 'L'

Continued from First Page.

thence to the White Plains road, a stretch of about one and three-quarter miles.

On the Second avenue "L" the extension from Second avenue and Fifty-seventh street across the Queensborough Bridge to Queens Plaza, about one and one-quarter miles.

On the Ninth avenue "L" the extension built from 155th street across the Harlem River and under Orlen Heights, mainly through 162d street, to a junction with the Jerome avenue branch of the subway system.

Though these extensions aggregate slightly less than four miles the Interborough places their actual cost at \$17,000,000, largely because of the expense of strengthening the Queensborough Bridge for train service and the necessity of bridging the Harlem River for the extension of the Ninth avenue "L" beyond 155th street.

In urging this basis of settlement on the Manhattan officers of the Interborough, it is said, have stressed the point that the more densely settled and therefore more profitable portions of elevated railroad territory would be turned back unreservedly to the Manhattan, while the extensions traversing the leaner outlying sections, where the service may be for some years in advance of the traffic, are retained by the Interborough.

On the other hand, the Interborough would rid itself of an incubus yielding annual deficits and costing it \$7,600,000 a year in interest and taxes, and at the same time gain the interest on the \$30,000,000 valuation due from the Manhattan in consideration of the transfer of title in the power houses and the third trackage express equipment, along with the return of the original elevated lines. Relieved of this heavy recurring expense, the Interborough directors believe its increasing net revenues from operation would soon put the company on its feet financially.

One of the directors intimated strongly yesterday that the Interborough management resents what it regards as an apparent effort on the part of the Transit Commission to force it into compliance with the terms and valuations named under the commission's reorganization plan. It is obvious, the directors say, that without the assent of the Interborough the unification plan cannot hope to succeed.

The directors regard the threatened service orders demanding better, cleaner and more adequate service by the I. R. T. as a part of the commission's coercive program, although George McAneny, chairman of the commission,

publicly has denied any such intent on the part of that body. A board member familiar with the status of Interborough and Manhattan "L" affairs said:

"When our representatives go before the commission next Wednesday they will say to the Transit Commission in substance, 'Gentlemen, if you will aid us and help to keep us out of the hands of a receiver, if you will be patient and permit us to operate these roads as well as we can within the limits of our earning capacity, then we promise you that within two and a half years the Interborough Rapid Transit Company will be in a position to pay to the city interest on its \$300,000,000 investment.'"

"Result Would Be Receivership."

"But if the commission, on the other hand, should attempt to force us to a standard of train and car service that will cost more money than we have got, if it tries to force us to spend money for painting and cleaning and lighting before we can afford to do it—and they know very well we cannot afford to—then we will simply go before Judge Julius M. Mayer of the Federal Circuit Court, throw up our hands and ask the protection of a receivership."

"There are not many things that would be worse for the Interborough than a receivership. But there are a few, and one of the things that would be worse would be to continue indefinitely mortgaging its future under the extortionate terms of the Manhattan Elevated lease. Another would be to permit the company to be coerced into participation in a municipalization plan, a term that might be all unprofitable to the Interborough and to the city."

"Under the dual contract the city, if it desires to, may take the title to the roads in 1929 on certain prescribed terms. Give us a chance and by 1929

'Go!' Says School Marm; Bandit Obeys, Takes Loot

BROOKLINE, Mass., March 10. —Miss Alice B. Foote, principal of the exclusive Winsor Training School for Girls, is accustomed to get prompt obedience. It was not an unruly pupil, however, but a burglar who put her discipline to its latest test.

The burglar, rifling bureau drawers and jewel boxes, while he talked coolly to two instructors and six of the girl students, paused at Miss Foote's exclamation, "What's this!" It took her a moment to size up the situation. Then she said:

"Get right out of here this minute!" was her command.

The burglar, although armed, did as he was told, stepped out of a window and escaped. He already had completed his job.

How Public Will Benefit.

In an address before the Transportation Club Major-General John F. O'Rourke, a member of the Transit Commission, said:

"It might as well be known now as at any other time that the plan is not likely to go through unless the victims of present conditions, who constitute the mass of the traveling public, rally to its support. This is true because the plan, or some one more by its feat, is opposed both by the traction interests and by the politicians of the city."

"Getting right down to brass tacks, the great shortcoming of the plan is that there is nothing in it for anybody except the suffering public, and the suffering public is not organized—yet."

"The fundamental evil is this: The interests of the public demand safe and comfortable service. The interests of the company demand that the roads be operated so that dividends shall be paid. Their duty is to their stockholders and not to the public."

"Here lies the fundamental evil which the Transit Commission seeks to remove, and the intent to eradicate this evil is the foundation stone of our plan."

"In a word, our plan proposes to take over from the railroad companies all of their properties and to vest title to them in the city, paying for them their honest valuation as fixed by the Transit Commission, by the issue of bonds bearing 6 per cent. interest."

"The roads are then to be operated in the interests of the public by three operating agencies, supervised by the board of control of the public corporation. In this way we eliminate stock speculation, also the incentive to curtail service for gain, because there will be no stock upon which dividends are to be paid."

"This is the fundamental principle of the plan and one which, if made clear to the public, I am sure will win their support."

the city will have something worth taking over. But press us too hard now and the commission can ruin us."

Counsel to the Transit Commission have expressed the opinion that an interborough receivership might involve years of tedious litigation. They do not believe, however, that it would be necessarily a mortal wound to the commission's plan of reorganization. All the chairman, Mr. McAneny, would say was this:

"In its present stage this is an inter-company matter, and until the negotiations reported to have been undertaken (for the dissolution of the Manhattan Elevated lease) have been concluded and the results presented to it officially, the Transit Commission naturally will have no comment to make."

"If it might as well be known now as at any other time that the plan is not likely to go through unless the victims of present conditions, who constitute the mass of the traveling public, rally to its support. This is true because the plan, or some one more by its feat, is opposed both by the traction interests and by the politicians of the city."

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"This is the fundamental principle of the plan and one which, if made clear to the public, I am sure will win their support."

\$500 FINES FOR SHORT WEIGHT.

"You short weight artists will shorten our tax rate by paying fines," said Justice Morris yesterday in the Second District Municipal Court. The Bronx men he levied fines totaling \$500 on nineteen ice and coal dealers.

THE HAT OF UNEXAMPLED SMARTNESS



SOME men toss down a bill with one hand and pick up a Hat with the other. The wrong way to select your Spring Hat is in a hurry. Give yourself the chance and your Hatter the time to single out that eligible shape which is a compliment to your personality and a credit to his proficiency.

MALLOY'S Soft Hats and Derbies, in guardedly exclusive shapes and shades are on sale today at the better Hat Shops